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# **KIYEV AERODYNAMIC TEST FACILITY, USSR (S)**

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**KIYEV AERODYNAMIC TEST FACILITY, USSR (S)**

1. (S) This report provides an initial description of the Kiyev Aerodynamic Test Facility, USSR. It includes a location map, two annotated photographs, and a table of mensural data.

2. (S) The Kiyev Aerodynamic Test Facility [ ] is situated in an area of relatively level terrain along the southeastern shoreline of the Kiyevskoye Reservoir at 50-39-50N 030-31-20E (Figure 1). This facility is 13.2 nautical miles (nm) north-northeast of the center of Kiyev and 3.5 nm northeast of the Kiyev Hydroelectric Power Plant GAES [ ]. The facility comprises two distinct engineering/test areas covering an area of approximately 60.6 hectares (Figure 2). The northern, western, and southern boundaries of the facility are defined by a combination of walls and fences. The eastern boundary of the facility is defined by the shoreline of the western bank of a canal. There is no evidence of special security measures such as guard towers, light towers, or sentry dog kennels. The facility is road served and could make use of boat or barge traffic on the reservoir or canal.

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3. (TSR) The northern area of the Kiyev Aerodynamic Test Facility (Figure 2) is the older of the two areas. As of August 1978, the northern area covered approximately 11.8 hectares and contained 27 completed buildings and structures with a total floorspace of approximately 6,716 square meters. At that time, construction north of this area indicated that the northern area may eventually cover as much as 21.8 hectares.

4. (TSR) The two most prominent features in the northern area are the probable modified linear test track (item 1, Figure 2 and Table 1), which is under construction, and the fixed-turn-radius monorail (item 18). The probable modified linear test track will be approximately 588 meters long when completed and will be supported by evenly spaced concrete supports. These supports are approximately [ ] and the spacing between supports is approximately [ ]. The primary direction of travel for a test item will probably be south to north. Thus, a test item will cover approximately [ ] of straight track before entering a slight curve. The distance through the curve is approximately [ ]. After traversing the curve, the test item will travel another [ ] over straight test track before stopping.

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5. (TSR) The fixed-turn-radius monorail (item 18) has an overall length of [ ] with a fixed-radius turn of approximately [ ]. The western end of the test track is elevated approximately [ ] above ground level. At the midpoint of the fixed-radius turn the test track is elevated approximately [ ] above ground level. The eastern end of the test track appears to be at ground level. The test track is enclosed by a wire cage, probably of chainlink construction, that is approximately [ ] across. The primary direction of travel on this J-shaped track during a test run is probably west to east then north.

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6. (TSR) Buildings in the northern area of the Kiyev Facility include a C-shaped administration/engineering building (item 2), an assembly/checkout building (item 16), a shop building (item 13), and two shop/maintenance buildings (items 15 and 22). Additional buildings include four shop/storage buildings (items 3 through 6), two vehicle storage buildings (items 8 and 11), a test support building (item 12), four support buildings (items 7, 9, 14, and 20), and a security building (item 21). This area also contains a probable POL storage facility (item 10), two test monitoring stations (items 17 and 19), and several general-purpose support structures.

7. (TSR) As of August 1978, the southern area of the Kiyev Facility covered approximately 48.8 hectares and contained 20 buildings and structures with a total floorspace of approximately [ ]. The two most prominent features in this area are the large assembly/checkout building (item 24) and the modified linear test track (item 31). The assembly/checkout building comprises two single-story, high-bay assembly/checkout sections; a two-story engineering/shop section; and a single-story shop/support section. The total amount of floorspace for this building is approximately 2,582 square meters.

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8. (TSR) The modified linear test track (item 31) in the southern area is [ ] long overall and approximately [ ] wide. The primary direction of travel for a test item on this track would be north to south. The test item would travel approximately [ ] of straight track before entering a slight curve. After travelling approximately [ ] through the curve, the test item would again encounter a straight section of track and travel approximately [ ] before stopping. The test track begins [ ] in front of the western assembly/-checkout section of the large assembly/checkout building. Parallel ground scars, indicating the presence of rails, extend from the northern end of the test track into the western subassembly/-checkout section of the building. Both ends of the test track appear to be elevated slightly above ground level, with the middle of the test track even more elevated.

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9. (TSR) A possible monorail (item 32) was under construction east of and parallel to the modified linear test track. This probable monorail will be at least 1,128 meters long when com-

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FIGURE 1.

pleted. The northern end of the monorail will apparently be inside the eastern assembly/checkout section of the large assembly/checkout building.

10. (TSR) In addition to the large assembly/checkout building, the southern area of the facility contains two shop/maintenance buildings (items 26 and 27), a security building (item 23), a support building (item 25), a test monitoring/control tower (item 34), a test support/monitoring station at the southern end of the test track (not on graphic, item 40 on Table 1), two test support buildings (items 35 and 36), a probable POL storage facility (item 33), and three general-purpose support structures. An unidentified bunker (item 38) is in the northeastern portion of the area. A rectangular opening was observed adjacent to the southern end of the bunker and possible vents were observed along the centerline of the roof. Two parallel walls (items 37 and 39) have been built across the bunker. One of these walls (item 37) is approximately 25 meters long and 1 meter wide. The other wall (item 39) is approximately [redacted] and 1 meter wide.

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11. (TSR) The large electrical power substation (item 28) in the southern area probably provides the electrical power to both areas of the aerodynamic test facility. Buildings within the substation include a switching/metering station (item 29) and a transformer building (item 30). This substation is connected by overhead electrical power transmission lines to the transformer yard associated with Kiyev Hydroelectric Power Plant GES ([redacted] 4.3 nm south-southwest of the Kiyev test facility).

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*Table 1. Dimensions of Buildings and Structures at Kiyev Aerodynamic Test Facility  
(Keyed to Figure 2)*

*This table in its entirety is classified TOP SECRET RUFF*

Item	Description	Dimensions (m)		Floorspace (sq m)	Remarks
		L	W		
Northern Area					
1	Prob modified linear test track ucon				Will be elevated on concrete supports; track will have a slight curve
2	Admin/engr bldg				Single-story bldg
3	Shop/stor bldg				
4	Shop/stor bldg				
5	Shop/stor bldg				
6	Shop/stor bldg				
7	Support bldg				
8	Vehicle stor bldg				
9	Support bldg				
10	Prob POL stor facility				Earth mounded
11	Vehicle stor bldg				
12	Test support bldg				
13	Shop bldg				Prob assoc with test article assem
14	Support bldg				
15	Shop/maint bldg				Poss assoc with test article maintenance
16	Assem/checkout bldg				Prob assoc with test article assem, maint, & pretest & posttest checkout
17	Test monitoring station				
18	Fixed-radius-turn monorail				Encompassed by a fence
19	Test monitoring station				
20	Support bldg				
21	Security bldg				For the entire test facility
22	Shop/maint bldg				Appears to contain 2-story engr/shop sec
Southern Area					
23	Security bldg				For northern area of test facility
24	Assem/checkout bldg				Contains one 2-story sec: assoc with assem, maint, & pretest checkout of test articles, as well as posttest checkout
25	Support bldg				
26	Shop/maint bldg				
27	Shop/maint bldg				
28	Electrical power substation				Provides electrical power to both areas of the facility
29	Switching/metering station				
30	Transformer bldg				
31	Modified linear test track				Track has a slight curve
32	Prob monorail ucon				Will prob be the same length as the modified linear test track
33	Prob POL stor facility				Earth mounded
34	Test monitoring/control tower				
35	Test support bldg				
36	Test support bldg				
37	Wall				
38	Unid bunker				Roof at ground level on western side & above ground level on eastern side
39	Wall				
40	Test support/monitoring station				Not shown on Fig 2
	Miscellaneous support structures (8)				Observed throughout both areas of the facility

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12. (TSR) As of [ ] no test activity had been observed at this facility. However, several items which could be associated with test activity and/or checkout of the various test tracks had been observed. [ ]

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**REFERENCES****IMAGERY**

(TSR) All available KEYHOLE imagery acquired between [ ] was used in the preparation of this report.

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**MAPS OR CHARTS**

DMAAC. US Air Target Chart, Series 200, Sheet FP0233-9HL, 8th ed, Aug 76, scale 1:200,000 (SECRET/ [ ])

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**RELATED DOCUMENT**

FTD/PAR. [ ] *Kiyev Aerodynamic Test Facility*, Sep 77 (TOP SECRET RUFF)

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**REQUIREMENT**

Project 130066NJ

(S) Comments and queries regarding this report are welcome. They may be directed to [ ] Warsaw Pact Forces Division, Imagery Exploitation Group, NPIC, [ ]

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